

Established February, 1845.

PRICE, \$24 PER ANNUM

## Shipping.

\_\_\_\_\_



## For Sale.

**MacEWEN, FRICKEL & Co.**  
HAVE RECEIVED FOR SALE,  
Ex French Mail Steamer.

Finest ISIGNY BUTTER.

NOILLY PRATT'S VERMOUTH.

Ex S.S. "Glencoe."

WEELEY & SON'S

BREECH-LOADING GUNS—

—CENTRAL FIRE.

Ex S.S. "Ulysses."

Fine New Season's CUMSHAW TEA, in

5 and 10 catty boxes

BREAKFAST CONGOU @ 25 cents p. lb.

Ex "Highlander."

AT WHOLESALE PRICES.

200 kegs Fine American FURNISHING

NAILS, Nos. 3 to 12.

25 " American SPIKES, 4 inches to

7 inches.

50 barrels Prime American MEAT PORK.

60 " Philadelphia Extra BEEF.

200 " Finest Strained ROSIN.

300 " City TYPH.

150 cases SPIRITS OF TURPENTINE.

100 barrels Dried APPLES.

50 cases FLORIDA WATER.

15 " LAMP GLASS.

50 cases American CLOTHES.

COTTON DUCK, Canvas BEEF, MUTTON,

TOMATOES, CORNED BEEF, Condensed

MILK, Tomato CATSUP, HANDSPIKES,

OAKUM, ASH OARS; MAPLE, ASH,

and White Pine PLANKS.

Ex "Abbie Carter."

Florence COOKING STOVES,

STEAMERS and BRAILERS.

CORN BROOMS.

India Rubber KNEE BOOTS.

AGATE WARE, in every variety of Kit-

chen Utensils.

Spartan COOKING STOVES.

BOURBON WHISKY.

Ex Steamers via Suez Canal.

DOUGLAS OFFICE CHAIRS.

Messrs GARDNER & Co.'s PERFORATED

VENEER.

HIGH REVOLVING OFFICE CHAIRS.

HIGH-BACK OFFICE CHAIRS.

ROCKING FOLDING CHAIRS.

DINING-ROOM CHAIRS.

LADIES' ROCKING CHAIRS.

The above can be highly recommended for

office and domestic use, being admirably

adapted to this climate.

Ex "Gleniffer."

CROSBY & BLACKWELL'S and OTHER

HOUSEHOLD STORES.

TYNSONDAU'S DESSERT FRUITS.

SAVOURY PATE.

GAME PATE.

PORK PATÉ.

OX PALATES.

HUNG (Hambro) BEEF.

HUNTLEY & PALMER'S BISCUITS.

FRUITS in Jars.

SHERBET.

COCOATINA.

VAN HOUTEN'S COCOA.

EFF'S COCOA.

ROBINSON'S GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATÉ DE FOIE GRAS.

SARDINES.

ANCHOVIES.

Breakfast BACON.

ASPARAGUS.

MACARONI.

VERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

COPYING PRESSES.

EX AMERICAN MAIL.

Eastern and Californian CHEESE.

Boneless CODFISH.

Prime HAMS and BACON.

Russian OILVARE.

Eagle Brand Condensed MILK.

Peach, and Apple BUTTER.

Pickled OXTONGUES.

Family PIG-PORK in kegs and pieces.

Farmer's MACKEREL in 5 lb cans.

Best Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 2 1/2 lb cans.

" Assorted Canned VEGETABLES.

" Potted SAUSAGE and Sausage

" MEAT.

" Stuffed PEPPERS.

" Assorted PICKLES.

" MINCEMEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

Assorted American SYRUPS, for Sum-

mer Drink.

McCarty's Sugar LEMONADE.

Clam CHOWDER.

Codfish BALLS.

Green TURTLE in 2 1/2 lb cans.

CALIFORNIA

CRACKER

COMPANY'S BISCUITS in 5 lb

tins, and loose.

Alphabetical BIS-

CUITS.

Fancy Sweet Mince

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

SPECIALIZED

CIGARS.

WINES, SPIRITS, BEER AND

AERATED WATERS.

SHIP-CHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly

executed.

Hongkong, September 24, 1881.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEROTS POSTE FRANÇAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, COLOMBO,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, SYRIAN PORTS, NAPLES,  
MARSEILLES, PORTS OF BRAZIL,  
AND LA PLATA;  
Also,  
PONDICHERRY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON MONDAY, the 7th of November,  
1881, at Noon, the Company's  
S.S. *SINDH*, Commandant LEQUEUR,  
with MAILED PASSENGERS, SPECIE,  
and CARGO, will leave this Port for  
the above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon of 6th November.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 6th November, 1881. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, October 25, 1881.

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND

ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S.S. *OCEANIC* will be despatched  
for San Francisco via Yokohama,  
on WEDNESDAY, the 18th November,  
1881, at 3 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

A Reduction of 25 % made on all  
RETURN PASSENGER ORDERS ISSUED.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Duties,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 60A, Queen's Road Central.

CHAS. H. HASWELL, JR.,  
Agent.

Hongkong, October 31, 1881.

## Insurances.

YANGTZE INSURANCE  
ASSOCIATION.

CAPITAL (Fully Paid-up).....£420,000.00

PERMANENT RESERVE.....£230,000.00

SPECIAL RESERVE FUND.....£288,936.17

TOTAL CAPITAL AND AC-  
CUMULATIONS, 2nd  
April, 1881.....£938,936.17

Directors.

F. B. FRANK, Esq., Chairman.

W. M. BOYD, Esq., W. MEYER, Esq.,  
J. H. FRICK, Esq., F. D. HITCH, Esq.,  
Esq.

Head Office—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:

Messrs BARRING BROTHERS & Co.,  
Bankers.

RICHARD GARDNER, Esq., Agent,  
68 and 69, Cornhill.

Policies granted on Marine Risks to all  
parts of the World.

Subject to a Charge of 12 % for Interest  
on Shareholders' Capital, all the Profits  
of the Underwriting Business are an-  
nually distributed among all Contributors  
of Business in proportion to the Premium  
paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, May 20, 1881.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1860.

CAPITAL.....£2,000,000.

THE Undersigned, Agents at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at Current  
Rates. RISKS on First Class Goods  
Reduced to 1 % net premium per annum  
from this date.

GILMAN & Co.,  
Agents.

Hongkong, May 10, 1881.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A.D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—  
Marine Department.

Policies at current rates, payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISSE & Co.  
Agents.

Hongkong, July 26, 1872.

## Entertainment.

CITY HALL.  
OPENING PERFORMANCE  
SATURDAY,  
November 6th.

WILLARD'S WANDERERS'  
COMPANY.

Introducing:

MISS ANNIE BERSFORD,  
Soubrette, Vocalist and Dancer.

MISS VERA LYLE,  
Burlesque Actress and National Vocalist.

MISS CONSTANCE CARLTON,  
Soprano and Soubrette.

THE SISTERS CARLTON,  
Dialect and Society Sketch Artists.

MISS ALICE VERNIE,  
Soprano, Dancer and Pianist.

MR. PEMBERTON WILLARD,  
Character Comedian, Instrumentalist  
and Terpsichorean Artist.

MR. NEIL CARLTON,  
Eccentric LEAD.

The Great Proton absurdity

KITCHEN REVELS.

Introducing:

MR. & MRS. MALONE  
(An aged Irish couple).

THE MUSICAL ACADEMY.

MRS. MCGIDY GEE,  
The St. James's Hall Christy and  
The Dancing Quakers.

(As performed for upwards of 1,000 nights  
at the principal Theatres of Great  
Britain and Ireland.)

MISS VERA LYLE'S  
NATIONAL EMBLEMS.

MR. PEMBERTON WILLARD.

"A merrier man, within the limit of booming  
mirth, I never spent an hour's talk  
withal."—Shakespeare.

NEW AND MARVELLOUS MUSICAL  
META MORPHOSIS.

Without putting anything on, or taking  
anything off, without assistance  
of any kind.

The most extraordinary and complete transi-  
tions ever witnessed.

MISS CONNIE CARLTON'S  
SERIO COMIQUE GEMS.

MRS. TIM MAGEE,  
Will Dance a Rale Irish REEL.

Celebrated imitation of the Christy's Great  
American Banjo Eccentrics and  
Champion.

BONE SOLO OF THE WORLD.

MISS ANNIE BERSFORD'S  
OPERATIC MELODIES.

The following REPERTOIRE will be selected  
from during our stay here:

FOUR THIRIES (Burlesque) ROBBING ROY,  
or, SOUTHWICK BUT NOT KILT (Bur).

DON JUAN JUNIOR, (Bur) JOAN OF ARC (Bur).

LIZ (Drama) PYGMALION and GALATEA  
(Com).

UNDER THE ROSE,—SWEETHEARTS, &c., &c.

Dress Circle and Stalls.....Two Dollars.

Fit.....One Dollar.

Ladies unaccompanied by Gentlemen  
not admitted.

Plan of Reserved Seats at Messrs KELLY  
& WALSH'S.

Hongkong, October 31, 1881.

## THEATRE ROYAL.

CITY HALL.

FOR TWO NIGHTS ONLY!

UNDER DISTINGUISHED PATRONAGE.

THE AMATEUR DRAMATIC  
COMPANY

OF H.M.S. "COMUS"

WILL GIVE

AN ENTERTAINMENT

ON

MONDAY AND TUESDAY,

November 7th and 8th,

in all of the

"Seamen and Marines' Orphan  
Home."

The Performance will commence with a  
Comedietta in one Act, by  
T. J. WILLIAMS, Esq., entitled

"I've Written to Browne"

To be followed by

STEP-DANCING and RECREATIONS.

The whole to conclude with a Laughable  
Farce, entitled

"A REGULAR FIX."



Qualla Olm, a distance of about  $7\frac{1}{2}$  miles. will be strictly blockaded.

I have &c.,  
W. H. READ, *Consul General.*

No serious personal risk was incurred by the salvage beyond that which arose from the possibility of a collision between the two steamers and the fouling of the screw

real danger; and beyond that it is claimed that the insured risk of becoming liable to the owners of the cargo of the *Anterior* for deviation, and incurred risk of the insurance of the cargo of the *Anterior* and hence the cargo being vitiated by the deviation of the *Anterior's* deviation and the towing of the *Jedwab*. In the present state of the law upon this subject, the Court can only base its decision upon the facts as they appear in mind and act in the spirit of the Roman maxim, *in dubio pro reo*. The decision was made by Dr Lushington in the case of the *St. George* (1801) 10 B. & C. 105.

The evidence seems clearly to establish that the operation of taking the *Jedwab* in tow and carrying out the scheme of keeping her afloat till she could be towed into a place of safety, was successfully completed by the constant exercise of nautical skill, and well as the exercise of perseverance on the part of those in charge of the *Anterior*. The expenses incurred by the *Anterior*, in connexion with the salvage operations, including £100 for 2 days of demurrage and £30 for coal, amounted to £130.

The time occupied was as nearly as possible 3 days, and there was further delay of 6½ hours at Aden. The labour involved was constant and severe for the first 5 hours after that, great care and patience and perseverance were required and exercised.

It is not necessary in this case to inquire whether the *Anterior* was, undoubtedly the life salvage vessel, or whether the Merchant Shipping Act, the preservation of human life is made a distinct ground of salvage reward, with the priority over all other claims for salvage where the property is not sufficient. The value of the property salvaged, and the danger, are undoubtedly salvages, and, in many cases, the vessel is the property.

ly. Utmost any very great risk to the lives of the crew. The employment of the *Antenor* and her valuable cargo, and the fact that the operation was clearly a service of public high merit, and as such ought to be liberally rewarded. I saw, as salvagers the sum of \$5000.—\$2400 to go to the Owners of the *Antenor*, this sum to cover all expenses incurred by that ship—and \$2600 to the Captain, Officers, and crew of the *Antenor*. I was so as follows: The Captain and Chief Mate \$2500 each. The Chief Engineer and 2nd Officer \$180 each; the balance to be divided amongst the remaining officers and crew according to their respective ratings on the Boatwain, and 4 of the crew who were on two occasions to the *Jedrah* on the night of the 28th August taking at the rate of 2 shares each.

Captain Gutmann, of the Austrian Hungarian Lloyd's S. S. *Dido*, which arrived here this morning (26th) from Hongkong, reports that on the 16th inst. at 4.4 p.m. it left 21° N., long. 114° E., he met the Chinese fishing junk Pan-tai-ki, No. 163. H. p. 100, Captain Joseph Shauk-tien, Crew 11, and his mainmast lost. The vessel provisions and water, having been driven provisions from the coast during a typhoon. The Captain of the S. S. *Dido* supplied her with provisions, &c., sufficient for the voyage to Hongkong.

Here is a capital opportunity for our sportsmen to hunt royal game, yesterday (25th) the Chinese King of the *Antenor* shot the out stations under the charge of the near the Changsha station, observed the Corporal's wife running for dear life from

washing clothes. On inquiring the cause of her fright, she said she had seen a large tiger close to her. Inspector de Fontaine went to the well, and sure enough there were the fresh tracks where the beast had evidently been only a few minutes before. Search was made for him without avail, and about midday the Inspector happened to be passing the Gaughe roadhouse when the 11th mile-post was reached. When near the 11th mile-post, a tremendous cracking in the brushwood just behind him on the roadside, and on turning he beheld a large royal tiger bounding across the road and disappearing on the other side in taking great leaps, as though he had been suddenly startled. The horse, perceiving the tiger, bolted at a tearing pace, and could

stone, after a run of four miles, during which Mr de Fontaine luckily managed to keep his seat in the saddle. Some of our intrepid sportsmen should organise a hunt at once.

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**Quotations.**  
*HONGKONG, November 1.*

|                                   |                   |         |         |
|-----------------------------------|-------------------|---------|---------|
| "                                 | Old               | cash    | 617 1/2 |
| "                                 | New Benares, cash | 617 1/2 |         |
| "                                 | Old               | cash    |         |
| "                                 | New Malwa, credit | 670     |         |
| "                                 | Allowance, Teak   | 82      |         |
| "                                 | Old Malwa, credit | 710     |         |
| "                                 | Allowance, Teak   | 76      |         |
| <b>Exchange.</b>                  |                   |         |         |
| Bank, Wiro, ...                   | ...               | ...     | 3/38    |
| " Demand, ...                     | ...               | ...     | 3/9     |
| " 30 days' sight, ...             | ...               | ...     | 3/4     |
| " 4 months' sight, ...            | ...               | ...     | 3/4     |
| Credits, ...                      | ...               | ...     | 3/4     |
| Documentary, 4 months' sight, ... | ...               | ...     | 3/4     |

|                                         |         |
|-----------------------------------------|---------|
| ... demand, ... ..                      | 225     |
| Shanghai demand, ... ..                 | 225     |
| ... \$6 days' sight, private            | 75      |
| Gold Loan, 99 $\frac{1}{2}$ fins ... .. | \$27.80 |
| Sovereigns, ... ..                      | \$5.43  |

**Shares.**

Hongkong Bank, 114 % prem., sales.

Union Ins. Soc. of C'lon, 11,675 p. share.

China Traders' Ins. Co., \$1,600 p. sh. ex div.

North China Ins. Co., 114, 1,125 p. share.

Yangtze Ins. Assoc., 114, 830 p. share.

Chinese Ins. Co., \$307 $\frac{1}{2}$  p. share.

H. K. Fire Ins. Co., \$950 p. share.

China Fire Ins. Co., \$280 p. share.

Hongkong & Shanghai Banking Corp., premi-  
um \$100 per share, 1874 premium seller.  
H.K. Steam Nav. Co., 3 p per c. nominal,  
Chinese Coast Ste. Nav. Co., Ltd. 160 p. share.  
Hongkong Gas Co. \$82 per share.  
Hongkong Hotel Co., \$104 per sh. salos.  
China Sugar Refining Co., \$100 p. share sales.  
Do. Do. Debuten 1877, "  
Chinese Imperial Loan of 1877, nominal  
Do. Do. of 1879, "  
H.K. Ice Co.'s shares, \$127 p. per share.  
Hongkong Bakery, \$50 per share.

**Temperature**

(Taken at Messrs. Falconer & Co's Premises  
Queen's Road.)

HONGKONG, November 21

|                        |                 |        |
|------------------------|-----------------|--------|
| BAROMETR—              | P.M.            | 30.180 |
| Do. Do.                | A.M.            | 30.105 |
| Do. Do.                | F.M.            | 30.74  |
| Thermometr—            | P.M.            | 76     |
| Do. Do.                | F.M.            | 75     |
| Do. Do.                | (Wet bulb) P.M. | 68     |
| Do. Do.                | F.M.            | 72     |
| Do. Do.                | A.M.            | 71     |
| Do. Maximum            |                 | 75     |
| Do. Minimum over night |                 | 72     |



### Merchant Vessels in Hongkong Harbour.

any vessel in the Harbore, the Anchorage is divided into eight Sections, commencing at the long shore are marked *a*, next the long shore *b*, and those in the body of the Harbore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From *P* to *A* and *O*. Co.'s Office to Pedder's Wharf.
2. From Pedder's Wharf to the Naval Yard.
3. From Naval Yard to the Pier.
4. From Pier to East Point.

| WHEAMPOA |       |       |      |      |      |    |                     |
|----------|-------|-------|------|------|------|----|---------------------|
| CANTON   |       |       |      |      |      |    |                     |
| Amoy     | ..... | Brit. | str. | 814. | Oct. | 30 | Siemssen & Co.      |
| Peking   | ..... | Brit. | str. | 954  | Nov. | 1  | Siemssen & Co.      |
| Tientsin | ..... | Brit. | str. | 919  | Nov. | 1  | Butterfield & Swire |

[illegible]

| Vessel's Name. | Age.     | Flag.   | Class.                | Tons. | Guns. | H. P. | Arrival. | Commander.          |
|----------------|----------|---------|-----------------------|-------|-------|-------|----------|---------------------|
| Chen-toe       | 6 h      | Chinese | gunboat               | 221   | 7     | 70    | Oct. 31  | J. Stewar.          |
| Comus          | C. S. d. | British | corvette              | 2383  | 14    | 230   | Oct. 22  | J. W. East.         |
| Eak            | 5 k      | British | gunboat               | 360   | 3     | 340   | June 19  |                     |
| Kestrel        | 6 h      | British | gun vessel            | 462   | 4     | 100   | Oct. 28  | Wm. M. Lang         |
| Lepanto        | 3 k      | Spanish | transport             | 3     | 3     | 120   | June 19  | Mariano Torres      |
| Magpie         | 7 h      | British | surveying vessel      | 803   | 3     | 120   | Oct. 15  | Lieut. A. Carpenter |
| Midge          | 6 k      | British | military hospital     | 2691  | 4     | 200   |          |                     |
| Mosquito       | 5 k      | British | gunboat               | 465   | 4     | 60    | July 1   |                     |
| Palos          | 7 h      | British | gunboat               | 320   | 4     | 60    | Oct. 20  | Hon. N. F. Sandis   |
| Tweed          | 5 k      | British | gunboat               | 400   | 6     | 300   | Aug. 24  | Francis M. Green    |
| Victor Emanuel | 6 k      | British | gun vessel            | 360   | 3     | 340   | June 19  |                     |
|                | 5 k      | British | Commodore's flag-ship | 2087  | 20    |       |          | Commodore Cuming    |
|                | 8 k      | British | turret-ship           | 4     | 4     | 350   | June 2   |                     |

# CHINESE GUN-VESSELS IN CANTON WATERS. &c.

| STEAMERS |       |          |         | SAILING        |       |       |       |
|----------|-------|----------|---------|----------------|-------|-------|-------|
| Name.    | Tons. | Captain. | Owners. | Name.          | Tons. | Guns. | H. P. |
|          |       |          |         | An-lan         | 221   | 7     | 70    |
|          |       |          |         | Chen-lan       | 221   | 7     | 70    |
|          |       |          |         | Chien-yui      | 80    | 3     | 17    |
|          |       |          |         | Ching-ting     | 180   | 6     | 60    |
|          |       |          |         | Chun-ting      | 150   | 2     | 40    |
|          |       |          |         | Chop-chung     | 300   | ...   | ...   |
|          |       |          |         | Chop-sai       | ...   | ...   | ...   |
|          |       |          |         | Hai-king-ching | 300   | 3     | 20    |
|          |       |          |         | Hai-king-ching | 125   | 3     | ...   |
|          |       |          |         | Hai-king-ching | 120   | ...   | ...   |
|          |       |          |         | Hua-shan       | 24    | 2     | 7     |
|          |       |          |         | Li-sha         | 80    | 3     | 20    |
|          |       |          |         | Peng-chou-hai  | 562   | 4     | 125   |
|          |       |          |         | Quang-on       | 120   | 4     | 40    |
|          |       |          |         | Shen-chi       | 200   | 5     | 50    |
|          |       |          |         | Sui-tang       | 160   | 4     | 60    |
|          |       |          |         | Tai-ting       | 120   | 2     | 40    |
|          |       |          |         | Tching-po      | 100   | 3     | 40    |
|          |       |          |         | Tsing-po       | 120   | 6     | 60    |
|          |       |          |         | Yi-hu          | 20    | 2     | 8     |
|          |       |          |         | Yi-min         | 24    | 3     | 7     |

**MERCHANT SAILING VESSELS**  
 British ship

|                                                                |                                                                        |                                                                                                                                                                            |                                                                                                                                                          |                                                                                                                                                                             |                                                                                                                                                                    |                                                                                                                                                                      |                                                                                                                                                                      |
|----------------------------------------------------------------|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| and not<br>had not<br>etiquette<br>beards be                   | Oct. 22, 1881.<br>SAILING VESSELS.                                     | Kangas<br>O'Alava<br>Kiand-plan<br>Mali<br>Pekin<br>Sindh<br>Taku<br>Tasani<br>Troydiana Mare<br>Tusini<br>Wag-on<br>Yungking                                              | British<br>Chinese<br>Chinese<br>Chinese<br>French<br>British<br>British<br>Japanese<br>British<br>British<br>Chinese                                    | Erli König<br>Friedrich<br>Hallowen<br>Holland<br>James B. Stone<br>J. H. Goussier<br>J. P. Bowers<br>John L. Worcester<br>Lohs<br>M. A. Dixon<br>Pallas<br>Pelle<br>Peters | German<br>German<br>for London<br>Dutch<br>American<br>British<br>American<br>for New Y<br>British<br>British<br>German<br>British<br>German<br>British<br>British | Germany<br>Germany<br>for London<br>Dutch<br>American<br>British<br>American<br>for New Y<br>British<br>British<br>German<br>British<br>German<br>British<br>British |                                                                                                                                                                      |
| Payee<br>An<br>office<br>Commission<br>for<br>Mission<br>Money | SHIPPIING IN SHANGHAI HARBOUR.<br>Oct. 25, 1881.<br>MERCHANT STEAMERS. | *Amoy<br>Appin<br>Aristenburg<br>Bengal<br>Chia-tung<br>Faibory<br>Fai Yuen<br>Flours Coast<br>Fu-ho<br>Gentral Mare<br>Hawani<br>Hleamun<br>Hidayatulll Mare<br>Huan-yuen | British<br>British<br>British<br>Chinese<br>Chinese<br>American<br>London<br>British<br>Japanese<br>Chinese<br>Chinese<br>Chinese<br>Japanese<br>Chinese | Amoy<br>Argos<br>Balticus<br>Batavia<br>Benjamin Ayres<br>Black Adler<br>Bonin<br>Canton<br>Dutchbinder<br>Dutchet                                                          | German<br>British<br>German<br>British<br>American<br>for New Y<br>German<br>British<br>for London<br>American ship                                                | Germany<br>British<br>German<br>British<br>American<br>for New Y<br>German<br>British<br>for London<br>American ship                                                 | Germany<br>Germany<br>for London<br>Dutch<br>American<br>British<br>American<br>for New Y<br>British<br>British<br>German<br>British<br>German<br>British<br>British |
| supply                                                         |                                                                        |                                                                                                                                                                            |                                                                                                                                                          | * Since 1st Nov. is arrived at Hongkong                                                                                                                                     |                                                                                                                                                                    |                                                                                                                                                                      |                                                                                                                                                                      |

### Merchant Vessels in Hongkong Harbour.

any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at the long shore and are marked *a*, near the Kwonglong shore *k*, and those in the body of the Harbour are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From *P*, and *O*. Co.'s Office to Peddar's Wharf.
2. From Peddar's Wharf to the Naval Yard.
3. From Naval Yard to the Pier.
4. From Pier to East Point.

| Flag and Rig. | Tons. | Date of Arrival. | Consignee or Agents.      | Destination.        | Remarks.           |
|---------------|-------|------------------|---------------------------|---------------------|--------------------|
| Dan. str.     | 285   | Oct. 28          | C. M. S. N. Co.           |                     |                    |
| Brit. str.    | 994   | Oct. 25          | C. M. S. N. Co.           | Strait and Bombay   | 2nd inst.          |
| Ger. str.     | 460   | Oct. 25          | Robert Jack & Co.         | Hollor & Bangkok    |                    |
| Brit. str.    | 318   | Sept. 28         | Shun Hang                 |                     |                    |
| Brit. str.    | 581   | Nov. 1           | Yuen Fat Hong             |                     |                    |
| Brit. str.    | 1513  | Oct. 24          | Russell & Co.             |                     |                    |
| Brit. str.    | 117   | Oct. 24          | H. R. & W. P. Dock Co.    |                     |                    |
| Chi. str.     | 820   | Nov. 1           | Adams, Ball & Co.         | S'row and Shanghai  | Tug-Pling To-day   |
| Brit. str.    | 715   | Oct. 31          | C. M. S. N. Co.           | Shanghai            | 2nd, daylig To-day |
| Brit. str.    | 67    | Oct. 20          | Kwok Acheng & Sons        |                     |                    |
| Brit. str.    | 1885  | Oct. 6           | David Sassoon, Sons & Co. | Strait and Calcutta | To-day             |
| Span. str.    | 654   | Oct. 11          | R. Monrents               |                     |                    |
| Chi. str.     | 360   | Oct. 16          | C. M. S. N. Co.           |                     |                    |
| Chi. str.     | 159   | Oct. 10          | Kwok Acheng & Sons        |                     |                    |
| Brit. str.    | 620   | Oct. 27          | Adams, Ball & Co.         | Saigon              | 3rd, daylig        |
| Amman. str.   | 1000  | July 7           | Captain                   |                     |                    |
| Brit. str.    | 1045  | Oct. 28          | P. & O. S. N. Co.         | N'saki & Yokohama   | To-morrow          |
| Brit. str.    | 397   | Oct. 28          | Geo. R. Stevens & Co.     | Australian Ports    | 3rd inst.          |
| Brit. str.    | 1039  | Sept. 11         | Geo. R. Stevens & Co.     | Hobow, & Saigum     | at daylig          |
| Ger. str.     | 743   | Oct. 29          | Simsen & Co.              |                     |                    |
|               |       | Oct. 29          | Meichers & Co.            |                     |                    |

|            |      |       |    |                             |                |             |
|------------|------|-------|----|-----------------------------|----------------|-------------|
| Ger. str.  | 872  | Oct.  | 29 | Yuen Fat Hong               | Bangkok        | 3rd time    |
| Amer. str. | 48   | Nov.  | 24 | China Traders Insurance Co. | "              | "           |
| Annam str. | 136  | Oct.  | 26 | Yuen Wo Yuen                | "              | "           |
| Annam str. | 93   | July  | 7  | Capital                     | "              | "           |
| Brit.      | 1283 | Oct.  | 31 | Russell & Co.               | Shanghai       | at daylight |
| Aust. str. | 1816 | Oct.  | 27 | Melchers & Co.              | Trieste, &c.   | "           |
| Dutch str. | 760  | Oct.  | 31 | Jardine, Matheson & Co.     | Shanghai       | "           |
| Brit. str. | 782  | Sept. | 30 | Siemssen & Co.              | "              | "           |
| Ger. bge.  | 1132 | Oct.  | 18 | Melchers & Co.              | "              | "           |
| Brit. sh.  | 901  | Oct.  | 31 | Arnhold, Karberg & Co.      | "              | "           |
| Port. sh.  | 653  | Aug.  | 14 | Brandino & Co.              | "              | "           |
| Ger. bge.  | 235  | Oct.  | 31 | Russell & Co.               | Dunedin (N.Z.) | "           |
| Ger. bge.  | 360  | Oct.  | 23 | Waller & Co.                | "              | "           |
| Brit. bge. | 312  | Oct.  | 23 | Geo. R. Stevens & Co.       | "              | "           |

|               |      |          |                        |           |
|---------------|------|----------|------------------------|-----------|
| Brit. Sm. sh. | 245  | Oct. 19  | Rozario & Co.          |           |
| Brit. sh.     | 898  | July 20  | Turner & Co.           | Antigua   |
| Brit. sh.     | 1900 | Oct. 21  | Gibb, Livingston & Co. |           |
| Amer. sh.     | 751  | Sept. 14 | Carlowitz & Co.        | Callao    |
| Brit. sh.     | 499  | Oct. 19  | Ghee Kae Hong          | Singapore |
| Hawai. sh.    | 1363 | Sept. 8  | Captain                |           |
| Foh. sh.      | 272  | Oct. 19  | Carlowitz & Co.        | Hioho     |
| Foh. sh.      | 283  | Oct. 16  | Carlowitz & Co.        | Bordaux   |
| Ger. sh.      | 658  | Oct. 18  | Siemssen & Co.         |           |
| Ger. sh.      | 358  | Oct. 11  | Wielor & Co.           | London    |
| Ger. sh.      | 1858 | Sept. 16 | Vogel & Co.            |           |
| Amer. sh.     | 1038 | Oct. 27  | Captain                |           |
| MEF. sh.      | 1198 | Oct. 5   | Captain                | Manila    |
|               |      |          |                        | K'oon     |
|               |      |          |                        | K'oon     |

|       |      |      |       |    |                        |                   |
|-------|------|------|-------|----|------------------------|-------------------|
| Brit. | sh.  | 1547 | Sept. | 11 | Captain                |                   |
| Amer. | sh.  | 797  | Oct.  | 7  | Vogel & Co.            | Callao            |
| Amer. | sh.  | 1177 | Sept. | 24 | Sierragen & Co.        | Manila            |
| Amer. | sh.  | 808  | Oct.  | 7  | Melchers & Co.         | London via Havre  |
| Brit. | sh.  | 1391 | Oct.  | 17 | Captain                |                   |
| Fch.  | bge. | 808  | Oct.  | 17 | Arnhold, Karberg & Co. | Manila            |
| Amer. | sh.  | 1368 | Oct.  | 23 | Captain                | Havre and Hamburg |
| Ger.  | bge. | 683  | Oct.  | 7  | Arnhold, Karberg & Co. | Callao            |
| Ger.  | bge. | 864  | Sept. | 10 | Arnold & Co.           |                   |
| Amer. | bge. | 1018 | Oct.  | 7  | Arnhold, Karberg & Co. |                   |
| Ger.  | sh.  | 1245 | Oct.  | 7  | Melchers & Co.         |                   |
| Amer. | sh.  | 1652 | Sept. | 14 | Vogel & Co.            |                   |
| Brit. | bge. | 482  | Oct.  | 16 | Captain                |                   |

|            |      |       |    |                         |               |
|------------|------|-------|----|-------------------------|---------------|
| Amer. sch. | 81   | Sept. | 16 | Russell & Co.           | New York      |
| Amer. bch. | 1203 | Sept. | 16 | Russell & Co.           |               |
| Amer. sh.  | 3705 | Oct.  | 5  | Douglas Laprak & Co.    |               |
| Ger. bg.   | 256  | Oct.  | 22 | Melchers & Co.          | San Francisco |
| Amer. sh.  | 1229 | Sept. | 22 | Russell & Co.           |               |
| Amer. sh.  | 1363 | Sept. | 27 | Arnold, K. & Berg & Co. |               |
| Ger. bg.   | 490  | Oct.  | 23 | Furst & Co.             |               |
| Ger. sh.   | 1116 | Oct.  | 5  | Melchers & Co.          | Java          |
| Ger. str.  | 1097 | Oct.  | 30 | Siemssen & Co.          |               |
| Brit. str. | 814  | Oct.  | 30 | Siemssen & Co.          | Shanghai      |
| Brit. str. | 964  | Nov.  | 1  | Siemssen & Co.          | Shanghai      |

| <i>Class.</i> | <i>Tons.</i> | <i>Guns.</i> | <i>H. P.</i> | <i>Date of Arrival.</i> | <i>Commander.</i> |
|---------------|--------------|--------------|--------------|-------------------------|-------------------|
| gunboat       | 221          | 7            | 70           | Oct. '31                | J. Stewart        |
| corvette      | 2383         | 14           | 230          | Oct. '22                | J. W. East        |

|                       |      |    |     |         |                     |
|-----------------------|------|----|-----|---------|---------------------|
| gunboat               | 860  | 4  | 100 | Oct. 28 | Wm. M. Long         |
| gun vessel            | 463  | 4  | 100 | June 19 | Mariano Torres      |
| surveying vessel      | 803  | 3  | 180 | Oct. 15 | Lieut. A. Carpenter |
| military hospital     | 2691 |    |     |         |                     |
| gunboat               | 465  | 4  | 120 | July 1  |                     |
| gunboat               | 430  | 4  | 60  | Oct. 20 | Hon. N. F. Sandri   |
| surveying vessel      | 400  | 6  | 300 | Aug. 24 | Francis M. Green    |
| gunboat               | 360  | 3  | 240 | June 19 |                     |
| Commodore's flag-ship | 3087 | 30 |     |         | Commodore Cautin    |
| turret-ship           |      | 4  | 350 | June 2  |                     |

| ND CANTON RIVER            |             | CHINESE GUN-VESSELS IN CANTON<br>WATERS, &c. |       |       |            |  |
|----------------------------|-------------|----------------------------------------------|-------|-------|------------|--|
| Owners.                    | Name.       | Tons.                                        | Guns. | H. P. | Commander. |  |
| Butterfield and Swire      | Ai-lan      | 221                                          | 7     | 70    | Liu Kuo    |  |
|                            | Chien-to    | 221                                          | 7     | 70    | J. Hsiao   |  |
|                            | Chien-jai   | 80                                           | 3     | 17    | Chinese    |  |
|                            | Ching-aiang | 180                                          | 5     | 60    | T. Bassett |  |
|                            | Ching-ting  | 150                                          | 2     | 40    | Yu Te-hai  |  |
| T. H. C. & M. S. Steam Co. | Chop-chang  | 300                                          | ..... | ..... | Li Tuck    |  |

|                        |                 |     |   |     |     |
|------------------------|-----------------|-----|---|-----|-----|
| C. M. S. S. Co.        | Chop-ai         | 3   | 3 | 22  | 22  |
|                        | Hai-chung-ching | 300 | 3 | 3   | 3   |
| H. C. & M. S.-boat Co. | Hai-chung-ching | 129 | 3 | 3   | 3   |
|                        | Hai-tung-tung   | 120 | 3 | 3   | 3   |
| H. C. & M. S.-boat Co. | Hua-shan        | 24  | 2 | 2   | 2   |
|                        | Li-sha          | 130 | 3 | 3   | 3   |
| H. C. & M. S.-boat Co. | Shen-chai-hai   | 562 | 4 | 125 | 125 |
|                        | Quang-on        | 120 | 4 | 40  | 40  |
|                        | Shen-chi        | 200 | 6 | 60  | 60  |
|                        | Sui-tung        | 160 | 4 | 40  | 40  |
|                        | Tehnging        | 120 | 2 | 40  | 40  |
| K. Achong & Sons       | Tching-po       | 120 | 3 | 60  | 60  |
|                        | Tating-po       | 180 | 6 | 60  | 60  |

|       |                 |         |                           |             |         |
|-------|-----------------|---------|---------------------------|-------------|---------|
|       | Yi-hu           | 20      | 3                         | 2           | J. Yeat |
|       | Yu-min          | 24      |                           |             |         |
| PORT. | MERCHANT SHIPS. |         | MERCHANT SAILING VESSELS. |             |         |
|       | Kanbu           | British | Kernoth                   | British     |         |
|       | K. Nien         | British | Erl. König                | German      |         |
|       | Kiang-ping      | Chinese | Friedrich                 | German      |         |
|       | Mell            | Chinese | Edlowen                   | for London  |         |
|       | Pekin           | British | Galland                   | Port of Bel |         |
|       | Szech           | French  | James H. Stone            | American    |         |
|       | Tahiti          | British | Jane Woodburn             | British     |         |

|                |                 |                   |          |
|----------------|-----------------|-------------------|----------|
| Tamami         | British         | J. H. Bowers      | American |
| Toyohime Maru  | Japanese        | John R. Worcester | British  |
| Tsunshi        | British         | M. A. Dixon       | British  |
| Yungling       | Chinese         | Phillips          | German   |
|                |                 | Peris             | German   |
|                |                 | Reynolds          | British  |
|                |                 | San Francisco     | German   |
| Annie          | German schooner | Soldier           | French   |
| Arpoe          | British brig    | Walker            | British  |
| Balthasar      | German schooner |                   |          |
| Belavie        | British brig    |                   |          |
| Benjamin Ayman | American brig   |                   |          |
| Black Arrow    | for New York    |                   |          |

|            |                 |          |         |
|------------|-----------------|----------|---------|
| Zemlin     | German Republic | Berlin   | Germany |
| Cetina     | British Empire  | Keweenaw | France  |
| Westphalia | for London      | Lath     | France  |
| Danish     | American City   | Styck    | France  |
|            |                 | Flinders | France  |

\* Since Jan. 1878, the City of London, England.